SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	**Contract No.: N00014-12-C-0305**	**Shipyard: Dakota Creek Industries**
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1. Meetings:

   i. No weekly meetings this reporting period due to Armstrong builder's trials.

2. The following Shipyard Question Submittals were reviewed and commented on:

No questions this reporting period.

3. Logistics:
   i. Continuing to work on initial outfitting lists for Sally Ride.
   ii. Working on NS5 Hierarchy

4. Operator Concerns:
   - Tuff-Mass MLV and Acoustic Tiles – Samples of the installed Tuff-Mass MLV and Acoustic tiles were lab tested last week. While the official report is not yet available, the results were not promising. Meanwhile, the yard has started installing the USCG approved Quadzero Nonlite foil faced MLV where required. The yard has completed the MLV installation in the Foc'sle Deck DC locker and is in the process of finishing the EDG Room and the inside of the stack. The material quality, along with the final fit and finish is satisfactory. Because most all of the ship board equipment has been installed, there are some areas that may be difficult or impossible to treat without moving equipment in order for the installers to gain access. The operators remain concerned that the USCG may require the removal of the un-approved MLV and Acoustic tiles at some future date. At present, it is estimated that the yard has installed 75% or more of the Acoustic Tiles to the hull, bulkheads and overheads on Ride. Tiles have not been placed on engine room and traction winch room tank tops. It has been reported that the USCG has directed that Acoustic Tile installation to be stopped on Ride.

DC Locker Foc'sle Deck

Report Documentation Page

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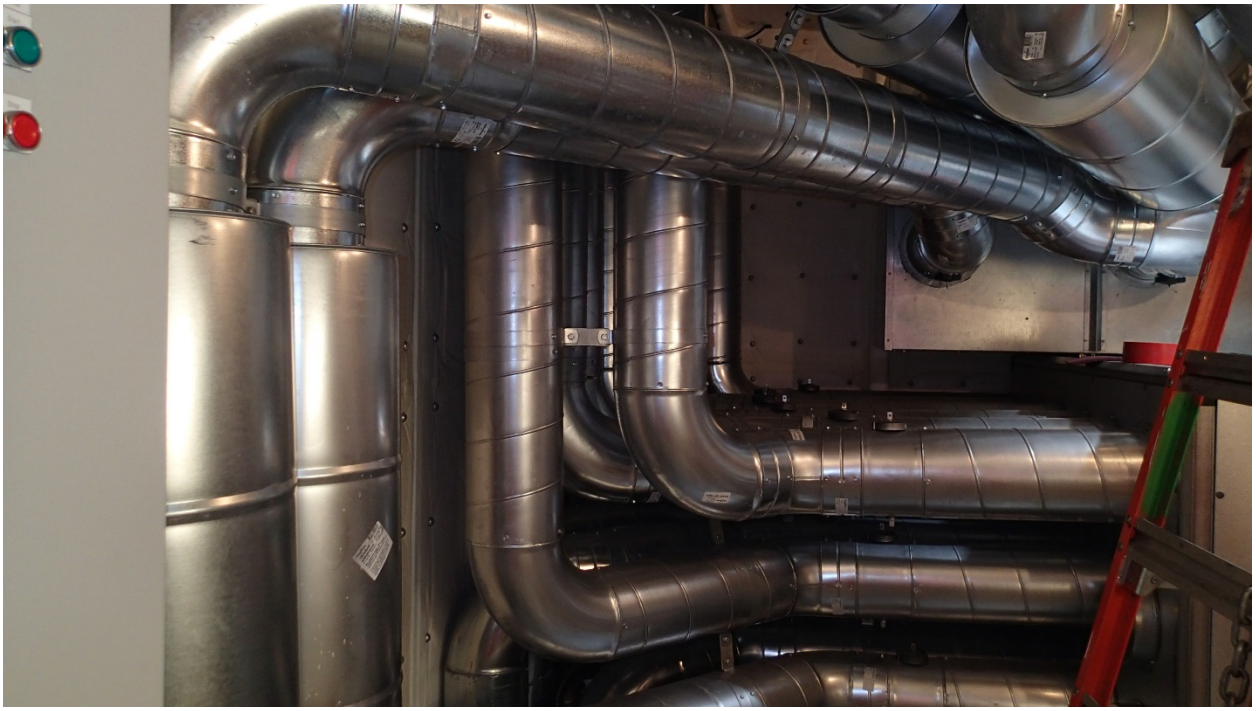
Stack Interior

- Ship Service Diesel Generator Emergency Shutdowns – When testing Siemens Generator Power Adaptation (GPA) on Armstrong, it was found that when an SSDG emergency shutdown was initiated from the pilot house, the diesel engine shutdown, but the generator's breaker remained closed, resulting in a reverse power situation. This in turn resulted in the Power Management System not being able to place the standby SSDG into service. The GPA did prevent the remaining SSDG from overloading and blacking out the plant, so that portion of the test was partially successful. However, it was not done with both generators fully loaded so it will have to be done again to complete the test. In addition, Siemens needs to find and add the breaker trip command so that each generator trips when its individual emergency stop is initiated, both form the PH and locally.
- Main Deck Noise Levels – Stack noise on the main deck exceeds the requirements to the extent that exposure without ear protection causes discomfort. The noise seems to emanate from the ends of the diesel exhaust pipes. NCE, DCI and the Government are very much aware of the issue.
- Main Deck Vent Closures – Issue remains open. New drawing/proposal from DCI/GPA is forthcoming.
- Reach Rods – DCI has agreed to install reach rods to the two 10-inch sea valves at the starboard sea chest. An additional reach rod may be required on the 6-inch deicing line and the emergency fire pump sea chest valves.
- Emergency Generator Room HiFog- PME325 will accept the minimum safety risk with the current configuration
- Load Shedding – Awaiting verification that the necessary cables and shut trips have been installed.
- SSHD Controls – Waiting to see how this issue is addressed by Markey/Systems Interface. A CTD LARS/SSHD Handling selector switch has not been installed in the Aft Control Station as yet.
- Main Crane Towing & Coring Crutch – The crutch assembly being provided by Allied Systems needs to be demonstrated to prove that it can be used in a safe and practical way.
- Side & CTD Handling Systems – Dockside testing of Armstrong's CAST6 winches and their associated handling devices to commence on Armstrong this week. This will provide the opportunity check functionality as a whole and to verify that the wire ropes have the proper clearance(s). I am concerned that with the Side Handling devices now facing pier side, how DCI will be able to demonstrate the full range of motion from deck to launch position for both devices and in particular for the CTD Handling Device.

5. Sally Ride Progress:
    - Load Bank Testing - DCI is working towards the second week of May for load bank testing of the four SSDGE's and the EDG. Fuel and cooling systems are being prepped for testing. The engine exhaust system is being lagged.
    - Sally Ride Electrical – Work continues on making terminations on panels and equipment throughout the vessel. The yard has started making the connections at various Kongsberg steering and DPS control cabinets.
    - Foc'sle Deck HVAC Room – Most of the ducting is in. However, it may be necessary to move some equipment to allow for access to the inboard bulkhead that still requires insulation and MLV.



    - Stateroom Outfitting – Some furniture is being staged in both the Foc'sle and 01 Deck staterooms. Lighting fixtures, switches and thermostats are being attached to the bulkheads. Electricians are making the necessary terminations. False ceiling supports are going on both accommodation decks.

6. Call-outs:

No call-outs for Ride this reporting period.
Phase I and II Sea Trials on Armstrong.

7. The following DRL's were reviewed and commented on:

No DRL's reviewed this reporting period due to sea trials.